



**Davis**  
COUNTY

**3rd Qtr**  
Davis County Transportation Funding

### Davis County 3rd Quarter Transportation Funding Application

**Notes:** Signatures confirm the commitment of the Applicant to follow the Guidelines established by Davis County. The Applicant is responsible for the maintenance and upkeep of the project during implementation and after project completion.

Your signature below indicates your agency's willingness to enter into formal agreement to complete and maintain the project if selected for funding.

Signature:

Date:

6.30.22

v 2022

#### APPLICATION INFORMATION

Project Sponsor:

Layton City

Contact Person:

JoEllen Grandy

Title:

Parks Planner

Address:

465 N Wasatch Dr

ZIP:

84101

Phone:

801-336-3926

Mobile:

Email:

jgrandy@laytoncity.org

#### PROJECT INFORMATION

Project Title:

Layton Frontrunner Station Pedestrian Overpass

Project Location:

150 S Main Street, Layton, UT 84041

(A location map with aerial view must be attached)

Facility Length:

0.1

Jurisdiction

State  
Owned

No

Locally  
Owned

Yes

Multiple  
(List Other Agencies)

N/A

Brief Project Description:

A pedestrian overpass bridge is proposed to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station with direct access to their services. Its location is within UTA's 1st Mile, Last Mile strategy to improve access and ridership to transit stations. It also would serve as a continuation of the Kay's Creek Trail system that travels in a northeast to southwest alignment from mountains on the east bench to the Shorelands Preserve on the west side of Layton. This is a principal arterial for the City's Active Transportation plans.

(Attach conceptual plans if available):

Have any public information or community meetings been held?

Yes

Yes / No

Describe public and private support for the project.

(Examples: petitions, written endorsements, resolutions, etc.):

This has been requested / supported through the following master planning public engagement periods: 1) Layton City Active Transportation Plan, 2) Layton Forward General Plan, and 3) Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan.



# Davis County 3rd Quarter Transportation Funding Application - 2020

## Project Description

[Functional Classification - Link](#)

Principal Arterial

Is the Project on the RTP highway or Transit Network?

Yes

[Regional Transportation Plan - Link](#)

Anticipated year of Project Construction

1 to 5 years

Time Period for Right-of-Way Acquisition

Less than 1 year

Existing

Projected

Roadway

[Average Daily Traffic - Link](#)

23,674

29,000

[Projected Traffic - Link](#)

Transit

[Transit Current Daily Ridership by Route](#)

439

614

[Opening Day - Anticipated Daily Ridership](#)

Provide Source of Ridership numbers

Puget Sound Regional Council Guidance Paper  
<https://www.psrc.org/sites/default/files/tsdluguidancepaper.pdf> (page 15)

**Scope of Work**

(Attach conceptual plans if available):

The Pedestrian Overpass is to include an elevator as well as stairway for accessing the bridge on each side. The landing on the west side of the railway corridor will be nestled nearby a multi-unit housing apartment development. It will tie into the trail system included as part of the housing development's design. The landing on the east side of the railway corridor will fall within property owned by UTA immediately north of the FrontRunner Park n' Ride with direct access to the UTA FrontRunner platform loading area. Both property owners on the east and west sides of the tracks are aware of the City's desires and recognize the benefit it offers for all parties involved.

**Summarize any special characteristics of the project:**

(Provide Typical Section drawings and describe the typical section here.):

This is located within a Transit Oriented Development and will provide 1st mile, last mile infrastructure in the City's downtown area to connect the Kay's Creek Trail System in East and West Layton to the UTA FrontRunner Layton Station. It will specifically provide key connections for residents and commuters to downtown services in Layton.

How many Jurisdictions are Collaborating on this project?

2

**Describe the nature of the Collaboration**

**Note:** Collaborating is significantly more than a letter of support, and includes financial obligations to the project from each jurisdiction collaborating.

- 1) Layton City \$504,758,
- 2) UDOT TTIF Funds: \$2M (It has been recommended and approved. The formal adoption of the award is being processed.)

**Describe any project work phases that are currently underway or have been completed.**

Concept plans have been developed. Please see the attached drawings for details.  
The City is actively seeking partnerships to help fund the development of the project through to construction.

**Describe existing right of way ownerships along the project**

(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements):

The landing area on the west side has been obtained through a Land Sale Agreement and a Quit Claim Deed signed on January 18, 2022. This was recorded at Davis County on January 26, 2022.

**Is right-of-way acquisition proposed as part of the larger project?** (If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way)

Yes

Yes/ No/  
NA

The east side landing area is on UTA Property (part of the FrontRunner Station area). They are supportive of the project. The City will secure an easement to formalize the agreement to situate the east side landing on the UTA Property. No funding is required to formalize this easement.  
The City also is working through the necessary permitting to cross overhead of the existing Union Pacific Railroad. They are also supportive of the project.

**Efforts to Preserve the Corridor**

((How much Right-of-Way has been acquired) divided by the (Total Amount of Right-of-Way necessary for the Project)) = (Percent of Corridor Preserved)

75 to 100  
%



# Davis County 3rd Quarter Transportation Funding Application - 2020

## Project Details

### Access to Opportunities

[Link for "Access to Opportunities" - Reference Interactive Map](#)

For the following 2 questions, 'please identify the dominant color at or along your project on the Interactive Map.

What is the Color for the Employment Intensity?

Blue

What is the Color for the Residential Intensity?

Blue

If Intensity or destination is planned, applicant must provide documentation e.g., zoning, developer agreement(s).

To which of the Following Does the Project Improve Access. (Select All that Apply) Some have been identified on the map	Community Center	Yes	Vulnerable Community	Yes	Elementary School	Yes	Library/ City Center	Yes
	Grocery Store	Yes	Trails/ Parks	Yes	Junior High School	No	Other Retail	Yes
	Core Transit Station	Yes	Higher Education	No	High School	Yes	Other Services	Yes

To what extent does the project fill a gap or complete a connection?

The proposed pedestrian overpass is part of the backbone of Layton City's most significant trail system – Kay's Creek Trail – which serves as an arterial to other active transportation trail networks interconnected throughout the City and neighboring communities.

Which of the listed Safety Improvements will be included with this project	Sidewalks/ Path	No	Shoulders/ Curb & Gutter	No	Lighting/ Visibility	Yes
	Bike Lanes	Yes	Adequate Turn Lanes	No	Access Control	Yes
	Intersection Geometry	No	Removal of Roadway Obstructions	No	ADA/ Crosswalk	Yes
	Signals/ Signs	No	Center Lane or Raised Median	No	Other . .	trian/Bicycle Overpass B

Discuss the safety improvements that are included in this project.

The pedestrian overpass bridge provides a safe, grade-separated option off Gentile (minor arterial/collector), Layton Parkway (major arterial/minor arterial) and Main Street (major arterial), which are the existing connecting routes to the FrontRunner as a cyclist or pedestrian.

Estimated delay reduction (Vehicle Hours) (Provide documentation)	NA	<a href="#">Project Safety Index from UDOT Traffic and Safety Data (2015-2017)</a>		3	<a href="#">Recreational Opportunities Associated with Project - Link</a>	How many access management improvements are included? (Provide documentation)	0
Estimated reduction in vehicle miles traveled. (Provide documentation)	99.75	Total number of crashes on this facility or parallel roadway during the three years	43	How many signal phasing, timing, and other improvements are included (Provide documentation)	0	Number of Intelligent Transportation System (ITS) elements included (Provide documentation)	0
Number of Intersection Improvements? (Provide documentation)	0	Other Project Benefits not yet listed?	An additional safety improvement is Layton Parkway is at a much higher elevation (12 ft) than that of Main St. or the accesses to the healthcares mentioned, adding potential walking and biking hazards during weather events, which this overpass will mitigate.				

## Project Implementation Information

### Project phases included in funding request:

### Project Cost and Contributions:

No	Planning Activities	\$	6,104,758.00	Total Estimated Project Cost	Eligible Match
Yes	Project Development & Environment Study	\$	3,600,000.00	Davis County 3rd Quarter Funding Request	
Yes	Preliminary Engineering/ Final Design Plans	\$	504,758.00	Local Funds	
Yes	Construction	\$	-	In-Kind Donations (Dollar Value)	
Yes	Construction Engineering & Inspection	\$	2,000,000.00	Other Funding Contributions	

**\*\* NOTE \*\*** A minimum of 20% match is required

# Davis County 3rd Quarter Transportation Funding Application - 2020

## Project Cost Summary

Below, provide a summary of the estimated cost for the work being proposed.

**(A Separate Detailed Project Cost Estimate Must be Attached to this Application.)**

<u>Planning Activities</u>	\$ -	(enter estimate)
<u>Project Development &amp; Environment Study</u>	\$ 62,005.13	(enter estimate)
<u>Preliminary Engineering/ Final Design Plans</u>	\$ 248,020.50	(enter estimate)
<u>Right of Way</u>	\$ -	(enter estimate)
<u>Construction</u>	\$ 2,990,706.00	(enter estimate)
<u>Maintenance of Traffic (MOT)</u>	\$ -	(enter estimate)
<u>Mobilization</u>	\$ 109,550.00	(enter estimate)
<u>Subtotal</u>	\$ 3,410,281.63	
<u>Contingency (15 % of Subtotal)</u>	\$ 511,542.24	
<u>Utilities</u>	\$ 72,900.00	(enter estimate)
<u>Miscellaneous</u>	\$ 274,337.57	(enter estimate)
<u>Total Construction Cost</u>	\$ 4,269,061.44	
<u>Construction Engineering &amp; Inspection (CEI) (13% of Total)</u>	\$ 554,978.03	(enter estimate)
<u>Other (Describe)</u>	\$ 1,280,718.53	(enter estimate)
<u>Total Project Cost</u>	\$ 6,104,758.00	

## Project Notes

Some additional notes regarding the question to "Summarize any special characteristics of the project": The pedestrian overpass will also provide alternative transportation options to access substantial clustered regional healthcare recently constructed (or under construction) at this location, located directly west of the UTA Layton Station Frontrunner commuter train on the opposite side of the Union Pacific rail, including: Intermountain Layton Hospital, Tanner Clinic, The Abbingdon Layton Senior Living.

Anticipated Future Ridership Numbers:  
 850 employees (within 1/2 mile walking shed) \* .023 = 20  
 1660 residents (within 1/2 mile walking shed) \* .093 = 155  
 20 + 155 = 175 new users

Estimated Reduction in Vehicle Miles Traveled Notes: 0.57 average miles \* 175 new users = 99.75



Conceptual Estimate



Layton Station Ped Bridge  
Layton, Utah

Plans Dated 3.11.22  
Project Size 5,823.00 sf

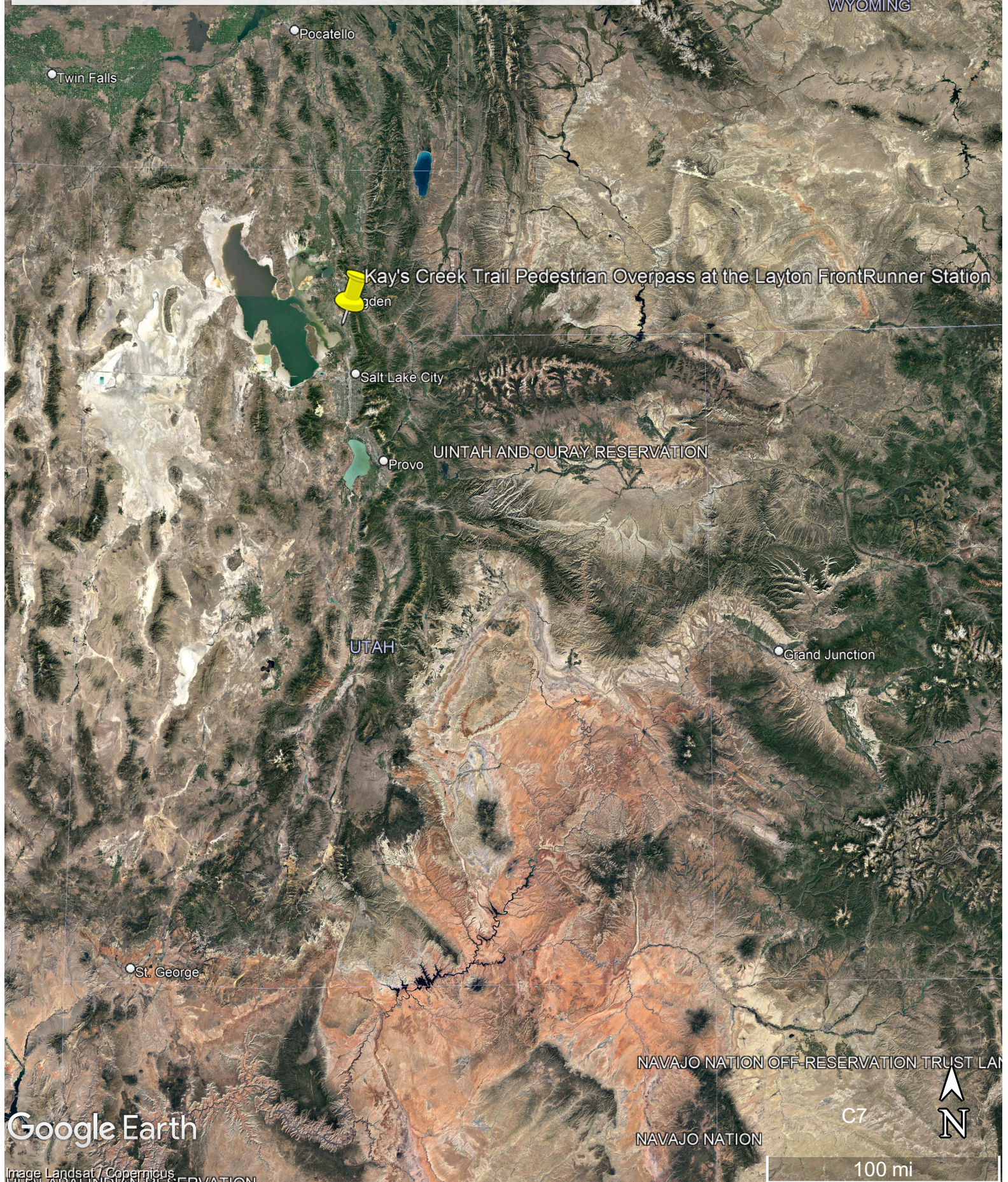
	Quantity		Labor			Material			Subcontractor			Sub Total		
	Amount	UOM	Unit Rate		Amount	Unit Rate		Amount	Unit Rate		Amount	Unit Rate		Amount
01 00 00 General Requirements					\$ 65,730			\$ 32,865			\$ 10,955			\$ 109,550
01 00 00 General Requirements														
General Conditions	1.00	ls	65729.8125	< cx	\$ 65,730	32864.90625	ls	\$ 32,865	10954.96875	ls	\$ 10,955	109549.6875	ls	\$ 109,550
03 00 00 Concrete					\$ 169,299			\$ 234,245			\$ 112,989			\$ 516,532
03 310100 Continous Footings														
03 310100 CF 04.0	26.00	cy	98.00	cy	\$ 2,548	125	cy	\$ 3,250	100	cy	\$ 2,600	323	cy	\$ 8,398
03 310100 CF 06.0	7.00	cy	98.00	cy	\$ 686	125	cy	\$ 875	100	cy	\$ 700	323	cy	\$ 2,261
03 310120 Matt Footings														
03 310120 Area*12"	31.00	cy	225.00	cy	\$ 6,975	200	cy	\$ 6,200	200	cy	\$ 6,200	625	cy	\$ 19,375
03 310120 Area*24"	41.60	cy	225.00	cy	\$ 9,360	200	cy	\$ 8,320	200	cy	\$ 8,320	625	cy	\$ 26,000
03 06 30.14 Concrete Foundations														
03 310200 cw1006 Fnd Wall 10" x 6'0"	23.00	cy	250	cy	\$ 5,750	300	cy	\$ 6,900	100	cy	\$ 2,300	650	cy	\$ 14,950
03 310200 cw1008 Fnd Wall 10" x 8'0"	31.00	cy	250	cy	\$ 7,750	300	cy	\$ 9,300	100	cy	\$ 3,100	650	cy	\$ 20,150
03 310200 cw1210 Fnd Wall 12" x 10'0"	44.00	cy	250	cy	\$ 11,000	300	cy	\$ 13,200	100	cy	\$ 4,400	650	cy	\$ 28,600
03 310200 cw1210 Fnd Wall 12" x 14'0"	12.00	cy	250	cy	\$ 3,000	300	cy	\$ 3,600	100	cy	\$ 1,200	650	cy	\$ 7,800
03 310200 cw1210 Fnd Wall 12" x 16'0"	16.00	cy	250	cy	\$ 4,000	300	cy	\$ 4,800	100	cy	\$ 1,600	650	cy	\$ 10,400
03 310255 Concrete Columns														
03 310255 Columns - 6'0" dia 23'6"	48.15	cy	500	cy	\$ 24,073	500	cy	\$ 24,073	1000	cy	\$ 48,147	2000	cy	\$ 96,293
03 310320 Suspended Slab														
03 310320 12" Suspended Slab (mild reinf)	1,737.00	sf	12.5	sf	\$ 21,713	14	sf	\$ 24,318	6	sf	\$ 10,422	32.5	sf	\$ 56,453
03 310321 Suspended Beams														
03 310321 Suspended Beams	36.00	cy	350	cy	\$ 12,600	400	cy	\$ 14,400	250	cy	\$ 9,000	1000	cy	\$ 36,000
03 320000 Concrete Stairs														
03 320004 Concrete Stairs - Suspended Slab 9"	101.00	cy	300	cy	\$ 30,300	250	cy	\$ 25,250	125	cy	\$ 12,625	675	cy	\$ 68,175
03 320004 Concrete Stairs - Suspended Tread 12"	19.00	cy	300	cy	\$ 5,700	250	cy	\$ 4,750	125	cy	\$ 2,375	675	cy	\$ 12,825
03 21 11 Plain Steel Reinforcement Bars														
Concrete Reinforcement	99,612.00	lbs	0.23	lbs	\$ 22,911	0.82	lbs	\$ 81,682		lbs	\$ -	1.05	lbs	\$ 104,593
Masonry Reinforcement	4,057.00	lbs	0.23	lbs	\$ 933	0.82	lbs	\$ 3,327		lbs	\$ -	1.05	lbs	\$ 4,260
04 00 00 Masonry					\$ -			\$ -			\$ 97,368			\$ 97,368
04 200000 Unit Masonry														
04 222329 CMU 10" - 32'8" - Split-Faced	4,057.00	sf		sf	\$ -		sf	\$ -	24	sf	\$ 97,368	24	sf	\$ 97,368
05 00 00 Metals					\$ 74,100			\$ 116,600			\$ -			\$ 190,700
05 21 00 Structural Steel														
Steel Structure Roof	86,256.00	lbs		lbs	\$ -	2	lbs	\$ 172,512	1	lbs	\$ 86,256	3	lbs	\$ 258,768
05 50 00 Metal Fabrications														
05 521300 Exterior Railings - 7 Tube	340.00	lf	75	lf	\$ 25,500	200	lf	\$ 68,000		lf	\$ -	275	lf	\$ 93,500
05 521300 Interior Railings - 1 Tube - Wall Railing	648.00	lf	75	lf	\$ 48,600	75	lf	\$ 48,600		lf	\$ -	150	lf	\$ 97,200
07 00 00 Thermal and Moisture Protection					\$ -			\$ -			\$ 174,282			\$ 174,282
07 610000 Sheetmetal Roofing														
07 611300 Standing Seam Metal Roof Panels 24ga.	7,188.00	sf		sf	\$ -		sf	\$ -	24	sf	\$ 172,512	24	sf	\$ 172,512
07 92 00 Joint Sealants														
Concrete Joint Sealants	550.00	lf		lf	\$ -		lf	\$ -	2.25	lf	\$ 1,238	2.25	lf	\$ 1,238
Masonry Sealants Joint	190.00	lf		lf	\$ -		lf	\$ -	1.75	lf	\$ 333	1.75	lf	\$ 333
Frames	4.00	ea		ea	\$ -		ea	\$ -	50	ea	\$ 200	50	ea	\$ 200
08 00 00 Openings					\$ -			\$ 1,550			\$ 75,350			\$ 76,900
08 100000 Doors & Frames														
08 131314 HM Metal Frames/Metal Doors - 3'0" x7'0"LH	2.00	ea		ea	\$ -	600	ea	\$ 1,200	50	ea	\$ 100	650	ea	\$ 1,300
08 420000 Entrances														
08 422600 All Glass Entraces & Storefront 03'0"x09,0" RH	4.00	ea			\$ -		ea	\$ -	2500	ea	\$ 10,000	2500	ea	\$ 10,000
08 431300 Aluminum Framed Entrances & Storefronts 7'10" x 9'10"	1,450.00	sf			\$ -		sf	\$ -	45	sf	\$ 65,250	45	sf	\$ 65,250





# Location within State of Utah

Kay's Creek Trail Pedestrian Overpass at the Layton FrontRunner Station  
Layton, UT 84041





MAP 4:  
TRAIL IMPROVEMENT GOALS

Priority Trails

- Regional Transportation Trails

Kay's Creek Trail, Davis Weber Canal Trail, Utah Power & Light Corridor Trail
- Recreational Trails

Andy Adams Reservoir Trail, Andy Adams Park Walking Trail, Oak Forest Park Walking Trail, Holmes Creek Reservoir Trail, Mid-Fork Trail
- Inner-City Connecting Trails

Sun Hills Trail, East Gordon Trail, Heritage Urban Trail, 2700 Blvd. Trail, Layton Hills Overpass Trail, Shorelands Trail, East Gate Trail

- Layton City Boundary

Hill AFB Easement Area

Public Park

Public School Field

Private Park/ Golf Course

Church Field

Open Space

Detention Basin

Proposed Public Park

Pond/ Reservoir

Residential

Public/Quasi Public/Utility

Existing Park Perimeter Trails

Existing Trailhead (R = with Restroom)

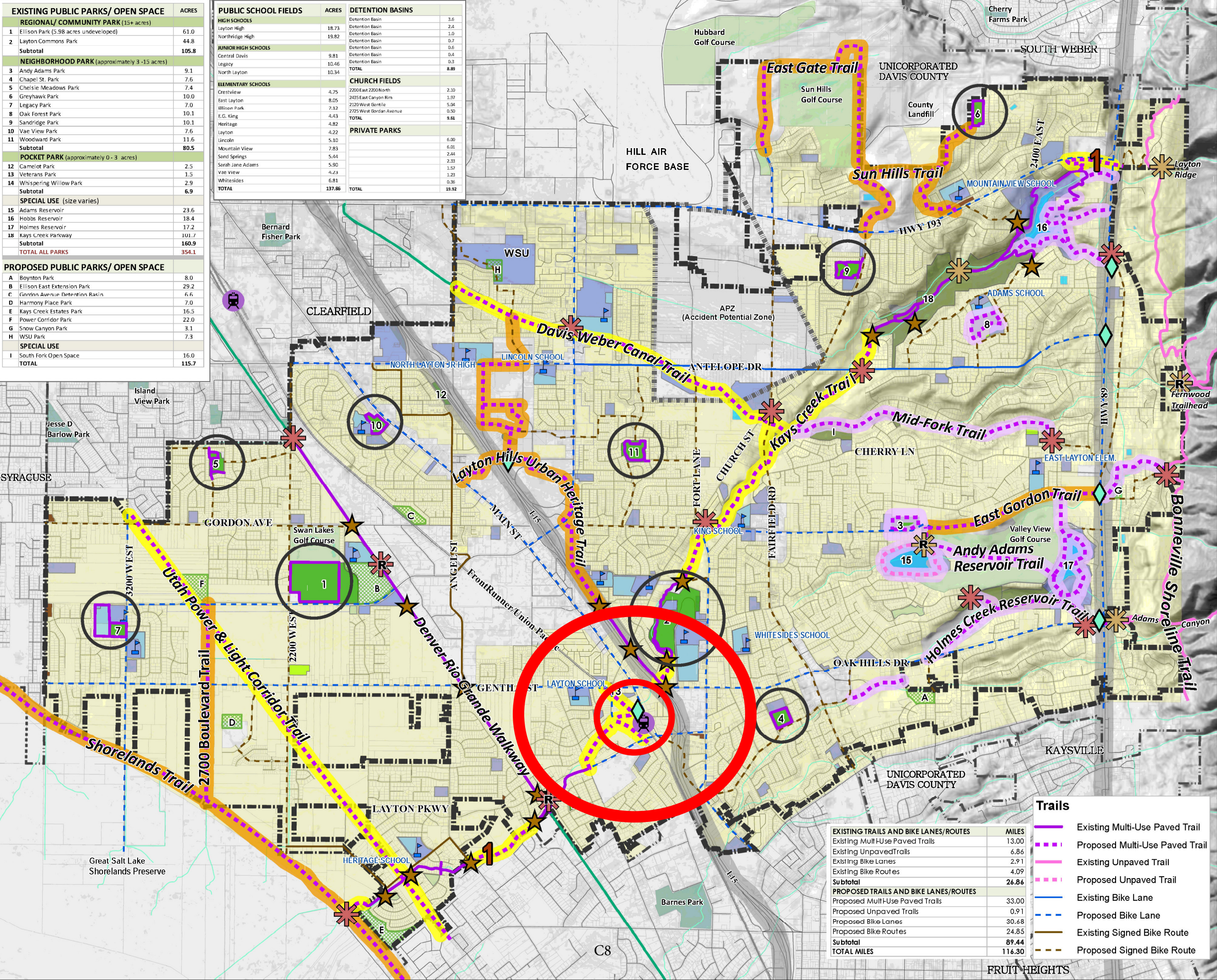
Future Trailhead (R = with Restroom)

Proposed Pedestrian Bridge

Trail Access Point

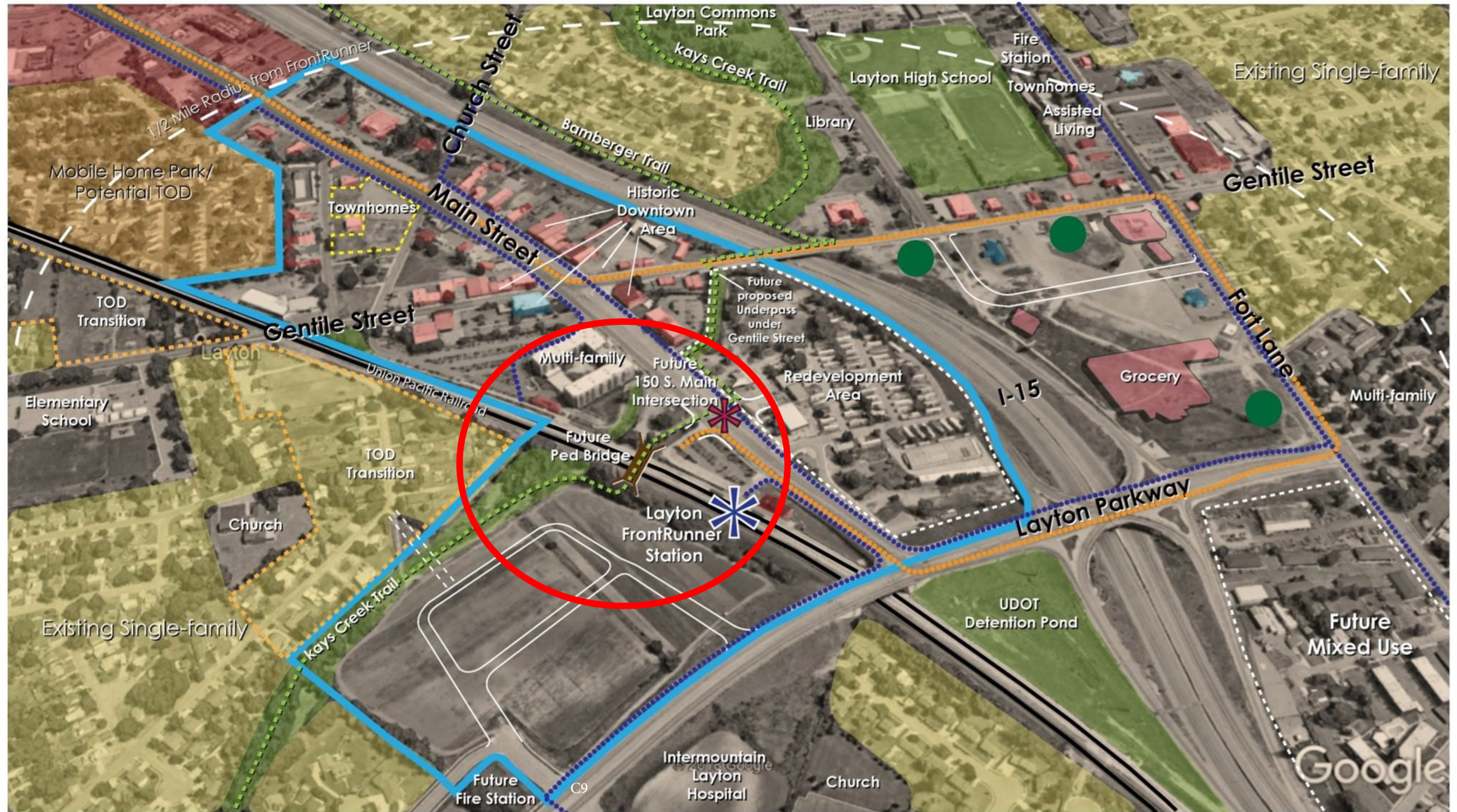
FrontRunner Station

Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan



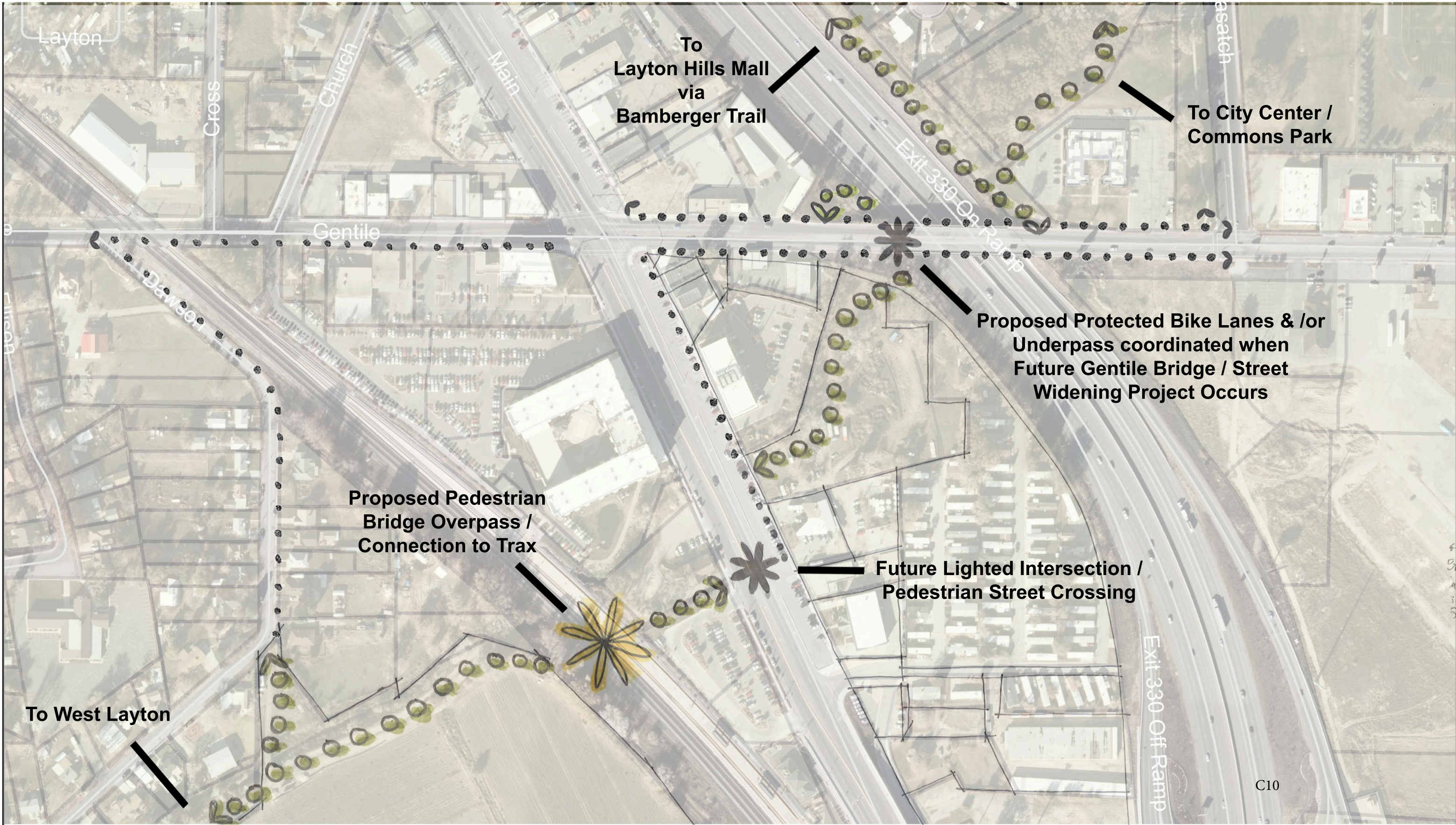


### 3. URBAN DISTRICTS - The Heart of Layton City



### HISTORIC DOWNTOWN URBAN DISTRICT





 = Proposed Kay's Creek Trail Alignment       = Proposed Bike Lane / Bike Route



CONCEPT



Proposed Mixed Use  
400 Residential Units

Layton

Pedestrian  
Bridge

500 Residential  
Units

East Tower

South Tower

Multi-family  
Housing

Assisted  
living

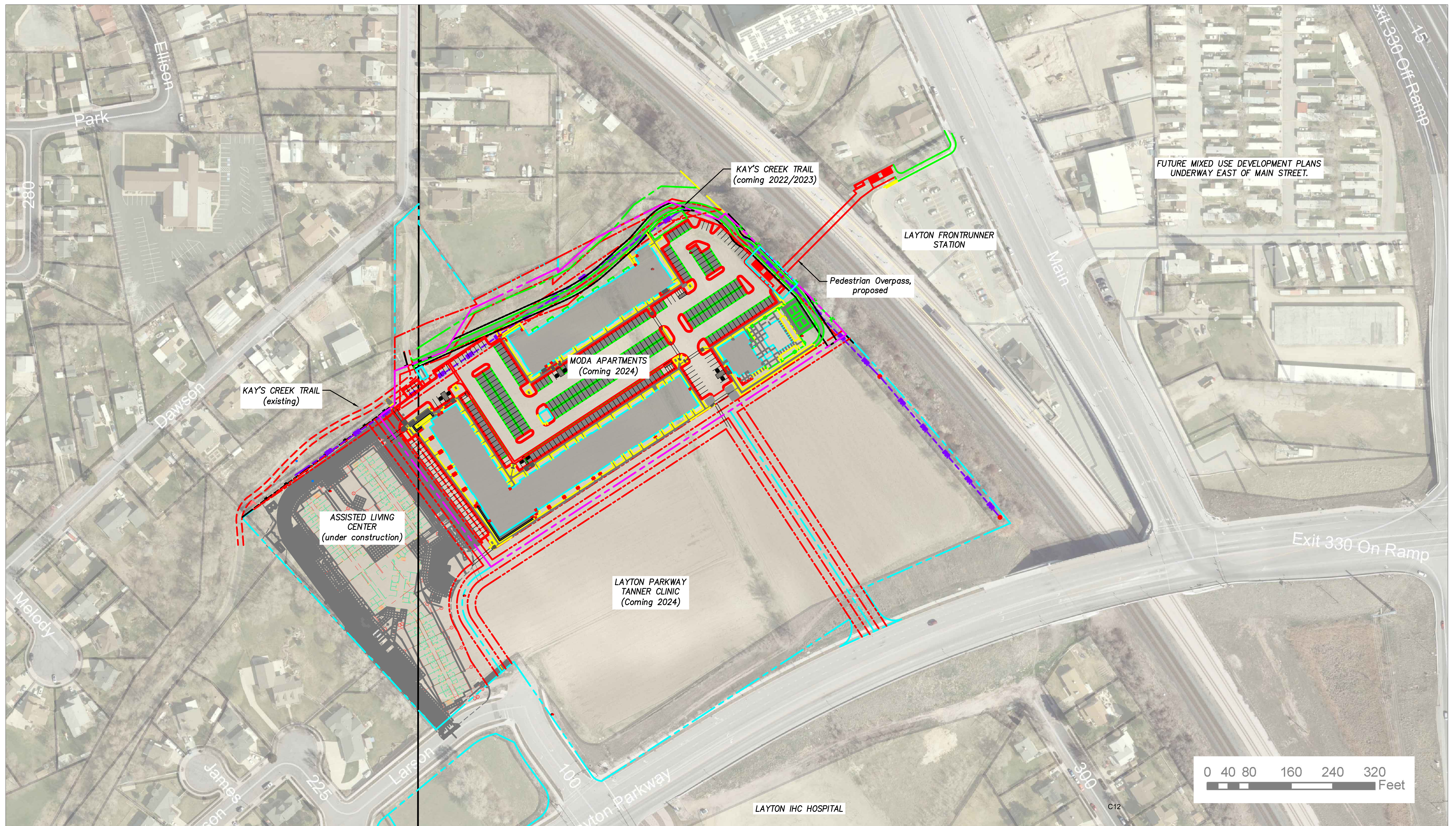
Tanner Clinic  
Campus

IHC Hospital  
Campus

C11

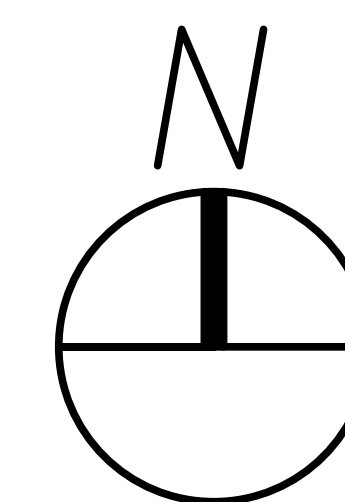
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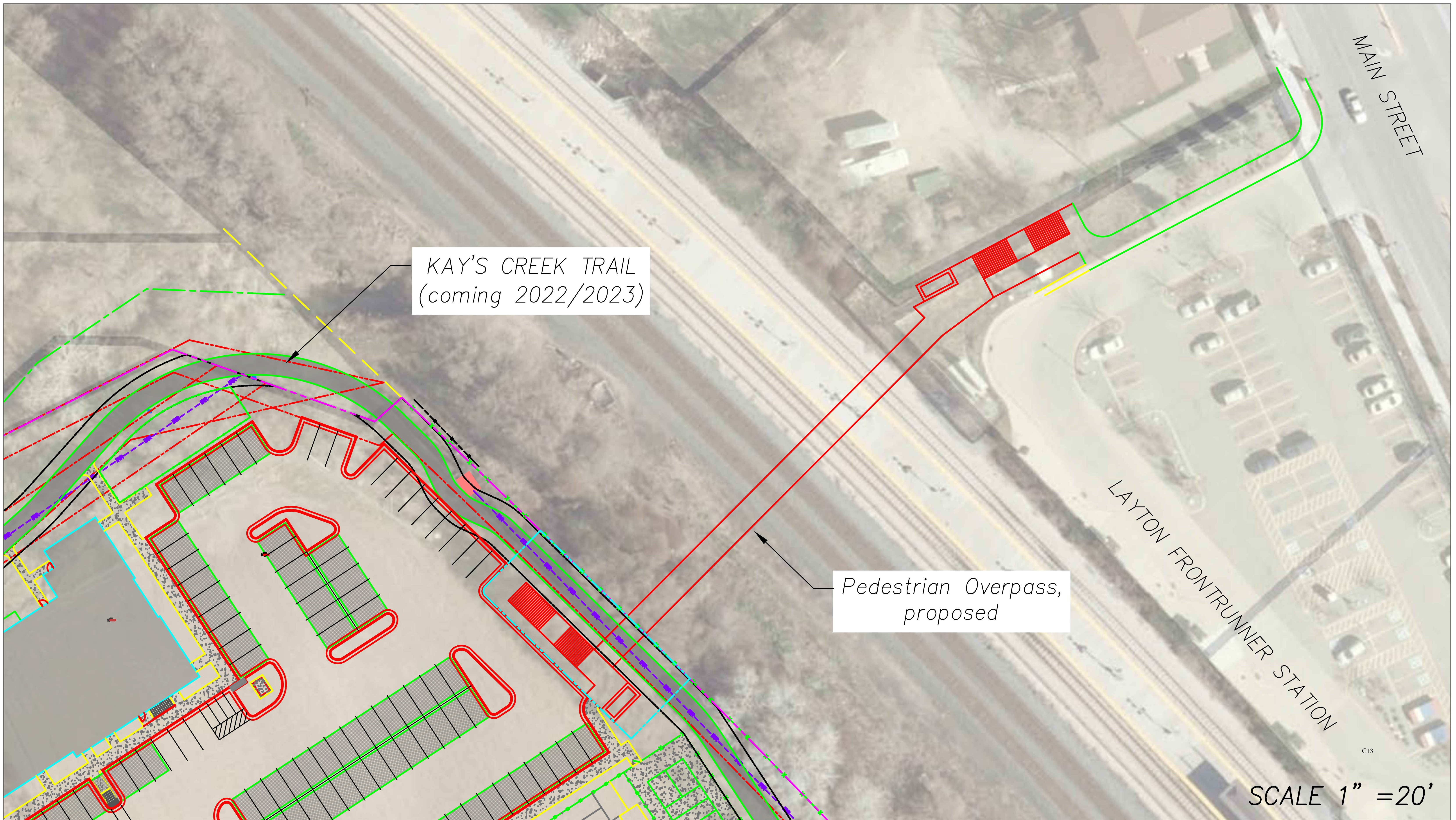


# Kay's Creek Trail Pedestrian Overpass at the Layton FrontRunner

150 S. Main Street – Layton, UT 84041

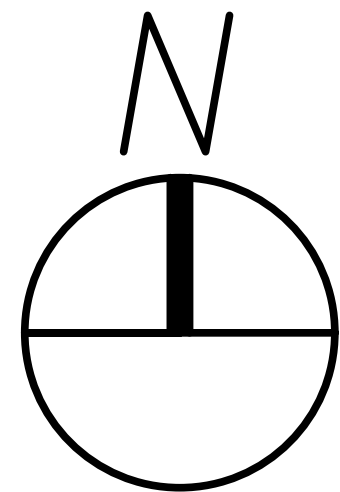




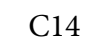
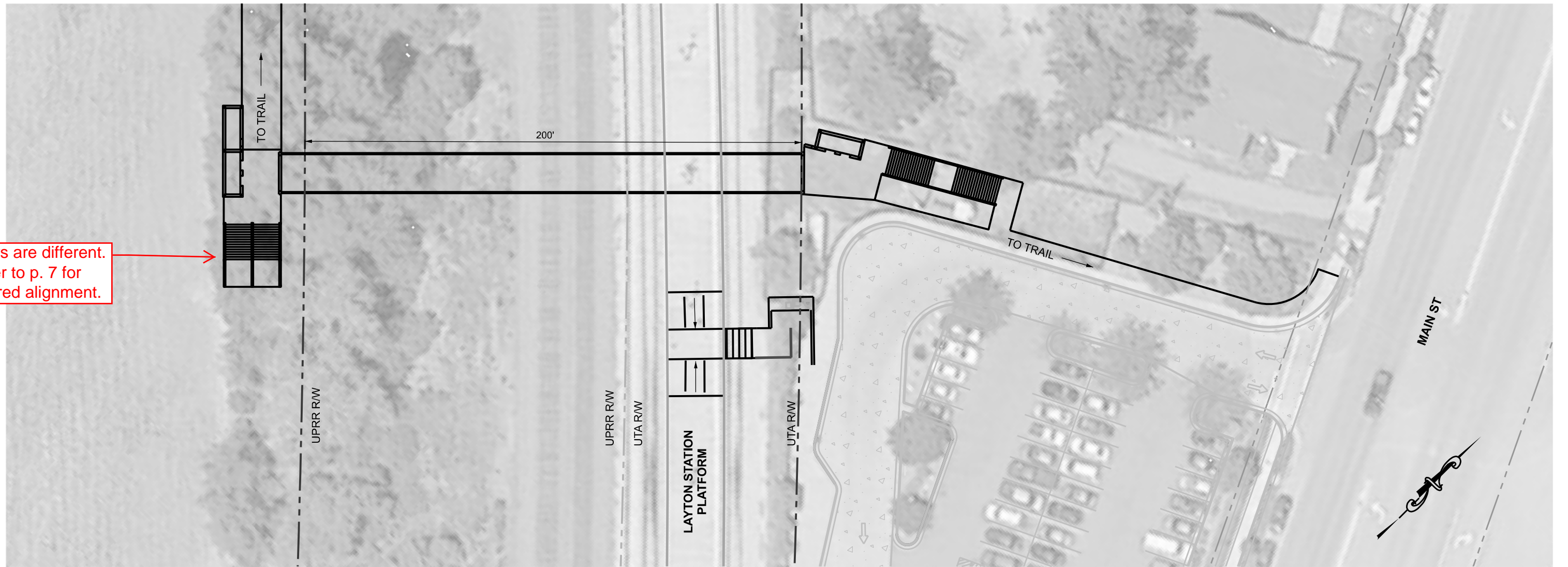


Kay's Creek Trail Pedestrian Overpass at the Layton FrontRunner

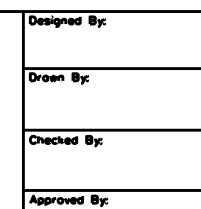
150 S. Main Street – Layton, UT 84041







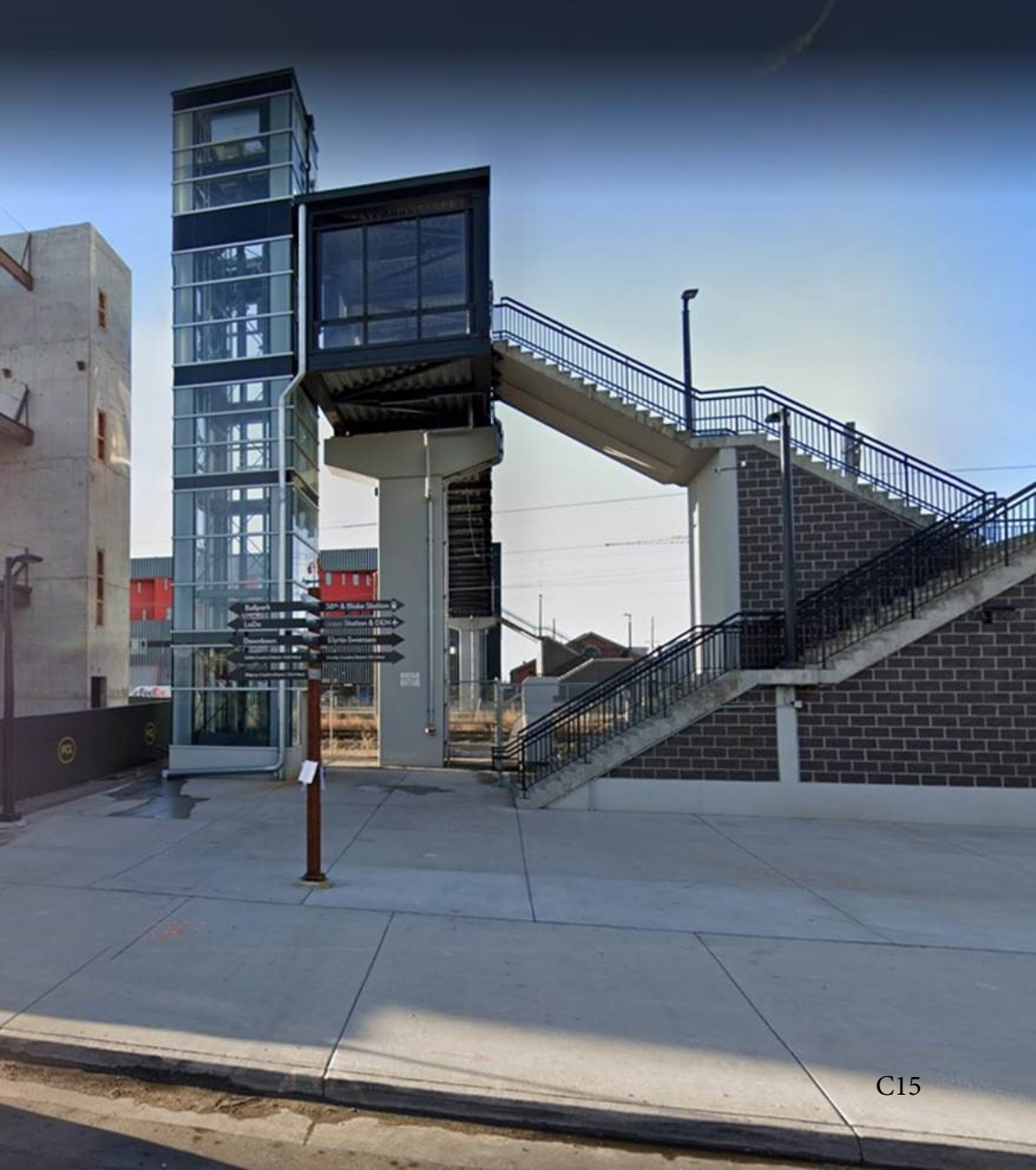
Submitted By: \_\_\_\_\_ Approved By: \_\_\_\_\_



Scale:	
CADD Filename:	
Submittal Date	
UTA Contract No.:	
Drawing No.:	Sheet No.:
	SHEET #

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# Layton City

## Pedestrian Overpass

### Concept

